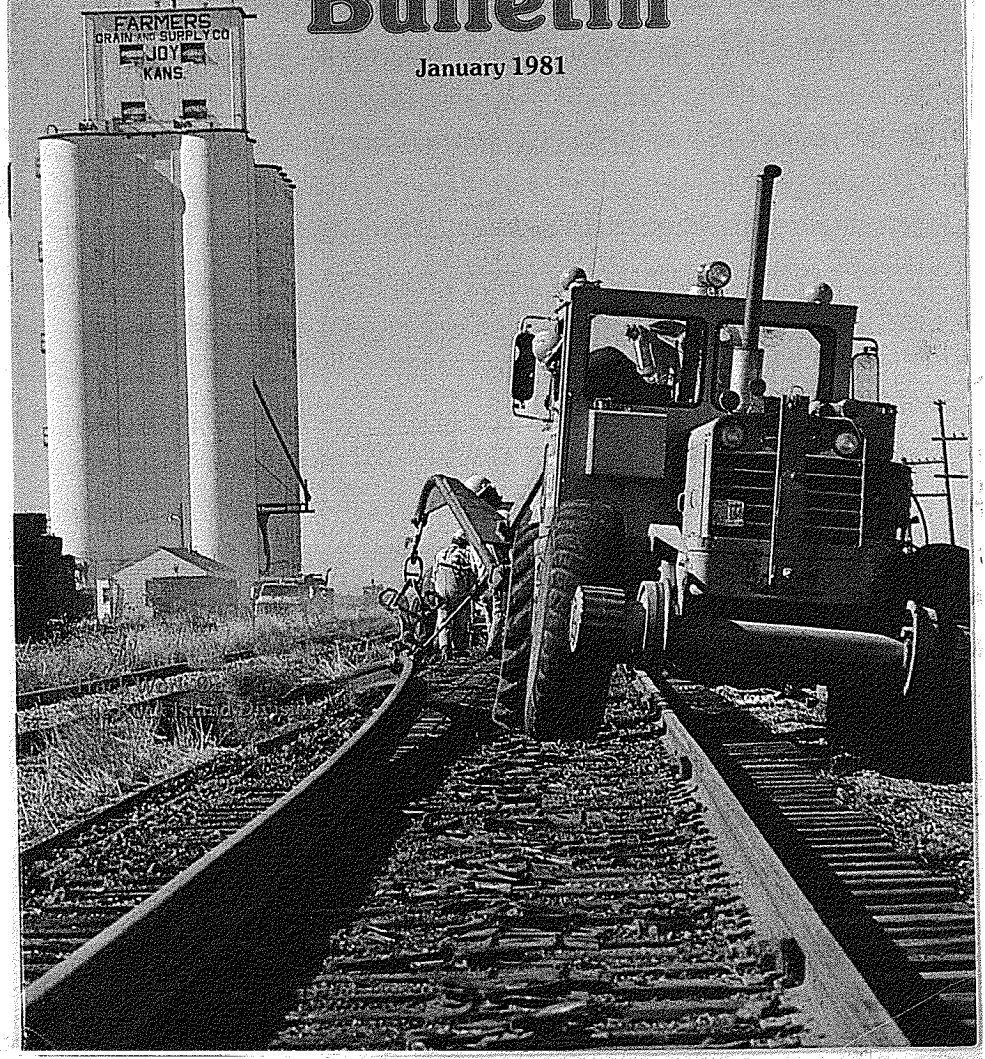
Southern Pacific Bulletin

January 1981



SOUTHERN PACIFIC BULLETIN
Volume 65, Number 1
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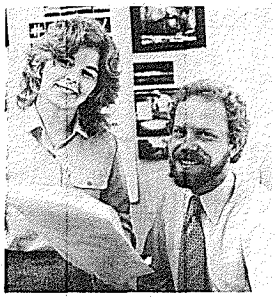

Bulletin Staff Revisions

Bob Hoppe, former assistant editor of the *Southern Pacific Bulletin*, has been named editor. He succeeds Bob Ottman who retired at the end of November with 30 years of service.

Natalia Allen has been appointed assistant editor.

Before joining SP, Allen worked for the San Francisco Newspaper Agency where she edited a merchandising publication, *Trade Talk*, and an internal newsletter for employees.

Allen earned her MA in English at Michigan State University and taught in the English Department before moving to San Francisco. She worked for a public relations consulting firm and in the public relations department of Mary's Help Hospital before joining the San Francisco Newspaper Agency in 1979. □

COVER

New welded rail is installed on the Rock Island Division at Joy, Kansas as part of SP's extensive effort to upgrade its new corridor to the Midwest. Photography (cover, pages 4 and 5) by Ron Rang, asst. manager personnel-audio visual.

ROBERT B. HOPPE
Editor

NATALIA ALLEN
Assistant Editor

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Published in San Francisco by the Public Relations Department for active and retired employees. Employees are encouraged to submit comments, story ideas and news items to the editor.

SP Opposes UP-MP-WP Merger

Southern Pacific and Cotton Belt last month told the Interstate Commerce Commission that they oppose the projected big merger of the Union Pacific, Missouri Pacific and Western Pacific railroads.

The proposed consolidation is "anti-competitive and otherwise contrary to the public interest," the SP-SSW comments filed with the Commission declared.

While SP believes that mergers are a logical development in creating an efficient railroad industry for the country and, in fact, has supported some recent merger plans, it vigorously opposes the UP-MP-WP project. "Whatever benefits may be achieved by this transaction are far outweighed by its negative aspects," SP told the ICC.

In late November, SP filed suit in U.S. District Court in Los Angeles against the three railroads charging violations of the Pacific Railroad Acts and federal antitrust laws.

Southern Pacific asserts that Union Pacific's acquisition of Western Pacific stock in March, 1980 and its conduct of railroad operations in close concert with the WP has harmed SP. These actions violate the Pacific Railroad Acts of 1862 and 1864, which constitute a contract between the government of the United States, Union Pacific and Central Pacific (the predecessor of SP) specifying that the first transcontinental railroad be operated as "one continuous line without discrimination of any kind contrary to the interests of either" partner.

Southern Pacific asks the court to order UP, MP, and WP to end their unlawful practices, and for the court also to rule that UP's acquisition of WP's class A shares and UP's control of WP are unlawful and to require that UP divest itself of WP stock. The lawsuit also asks for triple damages in an amount to be determined in a jury trial.

Southern Pacific's comments to the ICC point out that the proposed consolidation would increase UP's ability to stifle competition by controlling prices and reducing alternatives available to shippers, especially in light of the emerging new era of greater railroad pricing freedom.

In other words, a UP-MP-WP consolidation would give UP the power to monopolize prices and restrain competition on such routes as the central transcontinental, or Overland, line.

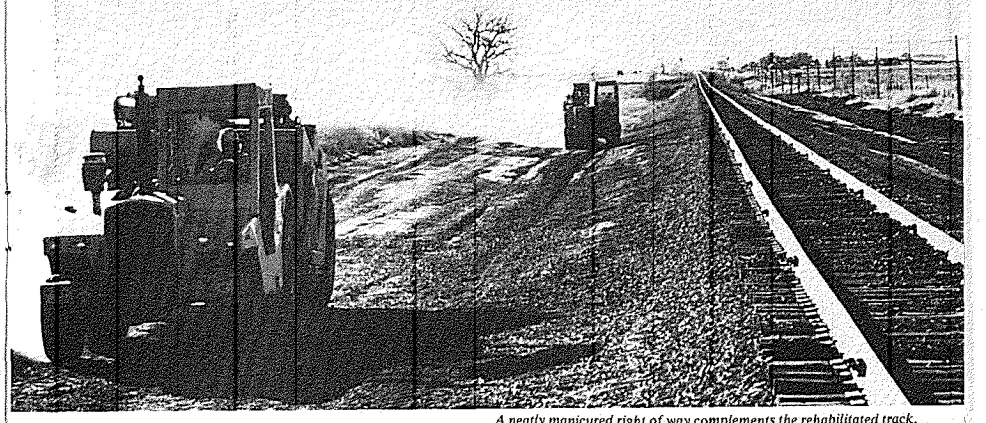
Union Pacific similarly could control the quality and speed of service that SP could offer its customers on joint routes. Presently, SP has 23 daily "run-through" trains with UP. These expedited schedules could easily become slower and less reliable than competitive UP-WP trains.

SP and Cotton Belt alone would suffer approximately $100 million in annual revenue losses if the merger takes place.

SP also asked the ICC — if it does approve the merger — to order certain protective conditions and to give SP or Cotton Belt trackage rights over the UP lines from Ogden to Omaha and Council Bluffs, Iowa, and between Gibbon, Neb., and Topeka, Kansas. Cotton Belt also seeks bridge trackage rights over the Missouri Pacific line between Kansas City and St. Louis. □

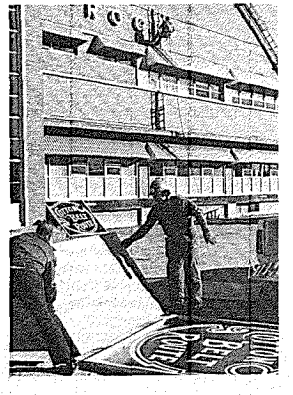
Fast Track Ahead

SP's $97 Million Rehabilitation Project Gets Underway in Kansas



A neatly manicured right of way complements the rehabilitated track.

Miles of welded rail, tons of ballast, thousands of new ties and millions of dollars are being expended to renovate a 545-mile segment of the Golden State Route between Topeka, Kansas and Tucumcari, New Mexico.



In addition to the track rehabilitation work, other noticeable changes are taking place. Cotton Belt Mechanical Dept. employees Kenny Poston (left) of Kansas City and Ernie Koenig of Herington install the new Cotton Belt identification for the general office building in Kansas City.

Since last October, SP's newly acquired corridor to the Midwest has been the object of a major $97 million rehabilitation effort to upgrade the line's rail, roadbed, crossties, communication and signals.

"The track work includes laying 50 miles of new, 136-pound continuous welded rail and replacing almost one million cross-ties," notes Gerry Murdock, engineer of maintenance of way.

The project also calls for:

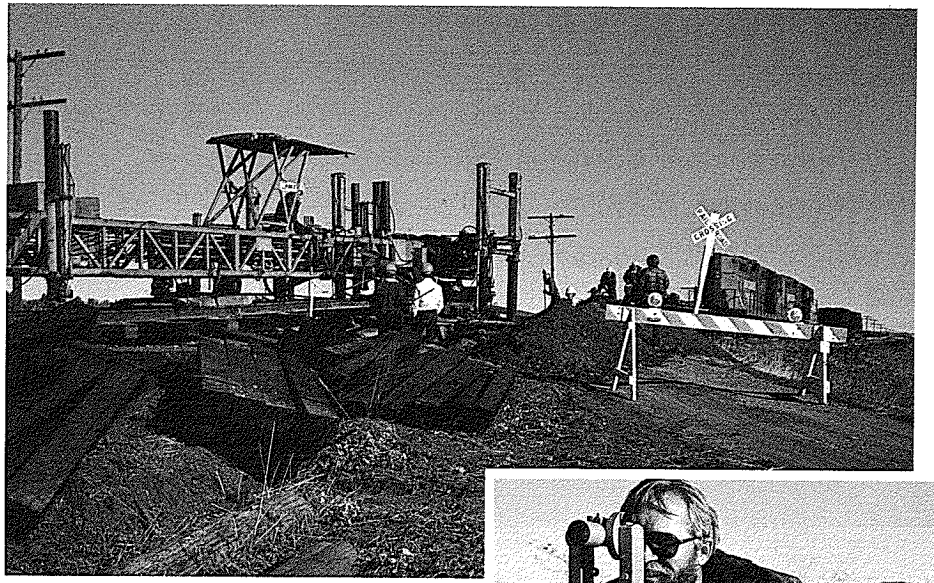
- Rehabilitating every crossing—a total of more than 800 public and private crossings;
- Installing 135 new main track switches and renewing or repairing all others;
- Ploughing 126 miles of roadbed;
- Resurfacing 595 miles of track; and
- Improving drainage all along the route.

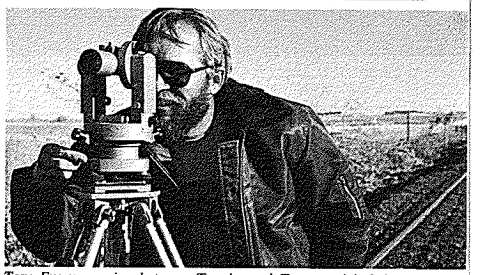
"When the work is completed later this year," notes H.B. Berkshire, assistant vice president-maintenance of way and engineering, "this will be equivalent to a brand new line with excellent 60-mph track."

Materials Engineer John Vernon and Engineer of Equipment E.W. Buckles were instrumental in getting the project off to a fast start. Buckles located more than 250 pieces of equipment needed to accomplish the track work. Vernon had principal responsibility for obtaining mountains of supplies—almost a million tons of ballast, 4½ million spikes (37 carloads), and a million crossties, to name a few major examples.

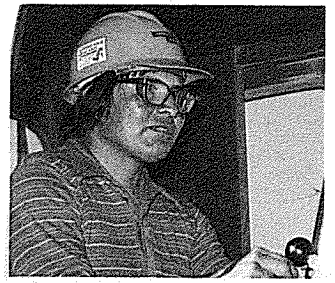
Time was an important factor. Although the ICC had approved SP's purchase of this portion of the Rock Island last June, work could not begin until federal loan requests had been granted. It wasn't until late September that the Federal Railroad Administration approved $48.5 million in loans to the Cotton Belt for the rehabilitation project.

"We were able to locate enough materials at various points throughout our system to permit us to start work on the project immediately," Vernon says.





Top: Every crossing between Topeka and Tucumcari is being rehabilitated. ***Above:*** *Ray Christienson checks track alignment.* ***At Left:*** *General Foreman L.J. Bolzenius (far left) and Machine Operators Johnson Kine (left) and Raymond Begaye (below left) are members of the rehabilitation team that contribute to the seven-day-a-week operation.*



"Then as soon as the loans were made, I began working with the Purchases and Materials Department to place orders for additional materials."

While a small army of maintenance of way workers were being assembled, Vernon and Buckles began rounding up the materials and equipment needed and expedited it to Kansas.

Already it was October and SP wanted to complete as much track work as possible before the Midwest's severe winter weather set in and halted work until the spring.

This first phase of the rehabilitation work is expected to be completed by the end of the year. The transformation of this once neglected track into a safe, high-speed rail line will return reliable, efficient rail service to this part of the country. It also will benefit others. For traffic moving between the Pacific Coast and the St. Louis gateway, it shortens the transit by 400 miles.

The *Golden State Route* is beginning to sparkle again. □

A Track Record That Speaks for Itself

Raby Wallen's handiwork can be seen in Texas, Louisiana and Arkansas. Now he's making tracks in Kansas.

Story by Jim Johnson

If winning teams are best produced by experienced, positive-minded coaches, Cotton Belt's current rehabilitation project will be a winner when completed later this year.

The creation of a high-speed, competitive railroad is no small task, but Project Manager Raby Wallen is an experienced professional when it comes to projects of this magnitude. A veteran of 30 years of track construction and rehabilitation, Wallen cut his teeth on track work beginning in 1951 as a laborer at Beeville, Texas, on SP's old Victoria Division. He was promoted to track supervisor at Lufkin, Texas in 1961, and later to various engineering supervisory positions in Texas and Louisiana.

His real involvement with major projects began with the CTC (Centralized Traffic Control) installation on the San Antonio Division in the mid-1970s. Following this project, Wallen spent two years overseeing the rehabilitation of yards over the SP system—phases I and II at Englewood in Houston, Avondale at New Orleans, Pine Bluff, San Antonio and Shreveport.

Wallen was hardly unfamiliar with the *Golden State Route*: the line he would be turning from a deteriorated, slow-ordered condition to a first-class, safe and competitive railroad. When Cotton Belt began operating the Rock Island's portion of the *Golden State Route* last March, Wallen was appointed regional maintenance of way manager for the Tucumcari-to-St. Louis line.

"Our biggest problem was getting track material to the site and unloading it," Wallen said. "We couldn't unload the material until we knew we would be able to install it. When we started October 7 with our automated tie gang, there were already 20 miles of ties on the ground ready to be inserted."

Wallen's second problem was the assembling of his staff—the general foremen, element managers and other supervisory personnel. SP and Cotton Belt officers who worked on some of Wallen's earlier projects were quickly assigned to the job and, with the incentive of 20 miles of ties ready either to be placed under the rails or covered with snow for the winter, went to work. The gauging gang was quickly followed by the tie gang and surfacing operations a week later, and the project was off and running.

Material for the project began arriving in volume, and soon at his disposal were "hundreds of carloads, waiting to be unloaded."

Meanwhile, another problem was worked out long before the project began. Through extensive effort by the Operating, Traffic and Contract Departments, arrangements were made to temporarily close portions of the line between Hutchinson and Herington, detouring regular trains over the Santa Fe and allowing work equipment to stay in place overnight, rather than taking time to move it off the main line.

Wallen points with pride to the job being done by a work force of 120 Navajo Indians from New Mexico. "They're probably the shining stars of this whole project," he says. "They came here prepared to work and their performance has exceeded my expectations."

The Navajos work two weeks on and one week off, seven days a week (as does the entire project), and relieve one another, with only 90 of the 120 on the job at any one time.

The project so far is divided into three "elements" or divisions of territory. Element I stretches from Herington to Pratt, Kansas, a distance of 127 miles; Element II runs from Pratt to Bucklin (52 miles) and Element III from Herington to Topeka (81½ miles). Work in Element I is managed by Leroy Casper; Element II by Bob White; and Element III by Earl Moore.

Through December 1, Wallen says the work on these first three elements was about 25 percent complete. Between Herington and Pratt, 112,000 ties had been installed, and all of the ties had been delivered and unloaded.

Meanwhile, 20 miles of continuous welded rail had been laid between Bucklin and Pratt, and 45,000 ties had been inserted. Between Topeka and Herington, 472 100-ton carloads of slag ballast had been unloaded and spread ahead of surfacing operations. Another hundred cars will complete that phase of the project.

Wallen says the receipt of 3,500 ties and a trainload of ballast every day is essential in order to complete the project on schedule.

Wallen is confident his team, made up of a combination of SP, Cotton Belt and former Rock Island forces and officials, will provide a railroad that will truly give Southern Pacific a competitive product to sell to Midwestern rail users.

"It doesn't pay to advertise unless you can deliver the product," he concludes. Wallen's product has always been SP quality—something the Midwest has needed, and wanted, for some time. And by this time next year, the Midwest will have it while Raby Wallen moves on to his next challenge. □

Raby Wallen is a veteran of 30 years of track construction and rehabilitation.

The Multifaceted Railroader

A trainmaster is a supervisor, trouble-shooter, instructor, accountant, analyst and company spokesman—a person who must be able to handle every imaginable situation.

A trainmaster's workday has no real beginning or end. The days are often long and always unpredictable. He is on-call at night, on weekends and holidays . . . anytime the railroad needs him.

"My wife thinks I'm married to the railroad," Trainmaster Doug Waters says with a chuckle. She may be right.

Waters, a soft-spoken, 35-year-old Utah native, is about to complete his first year as a trainmaster. He will be the first to admit that it's a tough and demanding job—one that requires enormous commitment and dedication. What could possibly make it worthwhile? "I've been given a part of the railroad and the responsibility to see that it runs safely and efficiently," the trainmaster of the Stockton District says. For him, it is an irresistible challenge.

Trainmasters coordinate railroad activity within a given geographic area, ensuring that mainline freights are handled expeditiously while local freights offer schedules that accommodate shippers, yet integrate well with division operations.

A trainmaster gets to know his district like the back of his hand: every mile of track, every signal, every crossing, each shipper and his carloads, employees throughout the district, the equipment, the good as well as the bad. He becomes a walking encyclopedia.

The Stockton District, situated in California's agriculturally rich San Joaquin Valley, consists of approximately 50 miles of mainline track between Florin and Lathrop, and another 105 miles of branch lines. Waters' headquarters is in the City of Stockton: a community of 175,000 located 55 miles south of Sacramento.

Within the Stockton District, SP serves more than 65 industries and interchanges with six railroads (Santa Fe, Western Pacific and four short line railroads). Traffic literally runs the gamut from soup to nuts. Forest products, cement, canned goods, steel and a variety of products from the General Foods facility are important commodities handled by rail.

Each day, 22 through freights operate on the Stockton District. Four local freights and six yard engines are kept busy handling more than 16,000 cars each month for local industries.

The Port of Stockton, a deep water port facility, is a major distribution center and container station. It's also in Stockton that trainloads of walnuts originate for shipment to Western and Northern Europe each fall.

The responsibilities of a trainmaster, like the various industries in the district, are quite diverse. It's a multifaceted job that requires many roles: supervisor, trouble-shooter, instructor, accountant, analyst and company spokesman. He is in contact with employees, citizens, shippers and regulatory agencies, and must be diplomatic, inventive and well-informed about all aspects of railroading.

"I'm not a one-man show," he quickly cautions. "I rely on the cooperation and hard work of many, many people to do my job. If I'm successful, it's because of their support and contributions."

One of the trainmaster's most important roles—that of the first-line supervisor—requires him to be both a good decision-maker and communicator.

"Good decisions," he philosophizes, "eliminate potential problems. Communicating with people does the same thing. If we understand our job and company goals, it makes it easier to get the work done. As trainmaster, I'm in contact with a lot of people on the district. It gives me a chance to both talk and listen to employees. I try to keep them informed about what's going on within the district, the division and the company."

Waters, his wife, Lynn, and their two boys, Dustin (6) and Chad (3), live in nearby Lodi where two of the district's four branch lines originate. A freight agent's office is also located here.

Trainmaster Doug Waters spends much of his time working with the employees, shippers and communities throughout the Stockton District.

Each morning, upon arriving at the office, he plunges into paperwork—reports that provide a statistical portrait of the condition of the yard, and performance of local freights over the four branch lines—Ione, Kentucky House, Oakdale, and Woodbridge. Division and system-wide reports offer a broader and more complete picture of railroad activity.

"A trainmaster gets to know his district like the back of his hand: every mile of track, every signal, every crossing, each shipper and his carloads, employees throughout the district, the equipment, the good as well as the bad. He becomes a walking encyclopedia."

From these reports, as well as conversations with the dispatcher, yardmaster, freight agent, roundhouse foreman and chief clerk, Waters begins to size up the day's activity and his role to ensure that everything goes like clockwork.

"I never make it through the morning without several phone calls," he says. Calls might alert him to "hot" cars headed his way that must receive top priority; a shipper who needs additional empties for his industry; or a local resident complaining about the noise of the trains.

"Whatever the request," he says, "I try to start working on it right away."

Much of his time is spent in the field. His company car—a second office on wheels—provides him with the mobility he needs.

"Safety is a top priority on the railroad," he says. "When I'm out in the district, I often conduct observation tests of train crews as they perform their work."

As he watches them go about their jobs—either in an unannounced observation test or in a more formal team test—Waters carefully evaluates their performance.

"Crews that are doing a good job need to be complimented on their professionalism," he says. "And if safety or operating rules are violated, I point out the mistakes."

"I feel very responsible for the people working in this district. If I don't call a safety violation to someone's attention, I'm responsible for the consequences."

His concern for safety goes to the community as well. He is on the Board of Directors of the San Joaquin County Safety Council and has made "Operation Lifesaver" presentations to business and community groups.

Waters has spent an adventurous 16 years with SP. He's worked in the B&B, MofW and Operating Departments in Ogden, Winnemucca, Carlin and Sparks in capacities ranging from welder's helper to switchman and yardmaster.

Curiosity and new responsibilities have been principal motivators in his career. However, his transition from yardmaster to asst. trainmaster was the result of a fortunate set of circumstances.

While as a yardmaster, he was nominated as a candidate for the company's management training program. Although the program was discontinued before he was accepted into it, he made a favorable impression on some of the officers he met during the selection process. Shortly thereafter he was offered the asst. trainmaster post in Ogden.

There was never any doubt in his mind about accepting it. "I had been working as a yardmaster for five years and was ready for something new. This sounded like the right challenge, plus it gave me the chance to move back to Ogden."

His homecoming was only temporary, however. Two years later, he was appointed a trainmaster. Along with the promotion; he accepted the job that might be more accurately described as a life style. □

Free Christmas Calls Brighten Holidays for Military Personnel Abroad

Southern Pacific Communications Company offered free Sprint telephone service to military personnel stationed overseas during the Christmas holiday season.

From December 23 through December 31, servicemen and women could call home at no cost to them or their families, provided they called a location served by the Sprint system. The Sprint calling area includes 138 metropolitan locations throughout the continental U.S.

This special offer was made in conjunction with the Military Amateur Radio Service (MARS), a worldwide group of military and amateur radio operators that provides radio-telephone calling from overseas military stations to locations in the U.S.

A MARS call is initiated when an overseas military radio operator contacts an amateur radio operator in the U.S. who then places a "collect station" call via the Bell System to the number the serviceman wishes to reach. SPCC provided free Sprint service at the domestic end of the call which eliminated all charges to the servicemen and their families. □

Rod & Gun Club Officers

The Southern Pacific Rod & Gun Club at San Francisco has announced its new officers for 1981. They are: President **Cathy Porter**, Vice President **Gary Hubbard**, Secretary **Peoria Lewis**, Treasurer **John Bell**, Historian **Jim Hudson**, Sgt. at Arms **Bob Silva** and Publicity Chairman **Bill Davies**. □

Bulletin Board

Jill A. Upchurch, sales representative in Cincinnati, Ohio, has been elected to the Board of Governors of the Hamilton (Ohio) Traffic Club.

Kathy M. Schoendorf, executive secretary in the Traffic Dept., has been elected president of the Traffic Club of San Francisco. She is the first woman to hold this top office. □

Hometown Portraits

Prize Winning Photographers Capture the Beauty Around Us.

4th *"Kenneth and the Colors." **A.H. Jacobson**, a trainman in San Pedro, Calif., used a Minolta SRT 101 and Kodachrome 25 film.*

The 1980 SP Photo Contest asked employees to "capture the spirit of your hometown in a color photograph. Subjects are limited only by your imagination." Entries came in from all over the country and each one did, indeed, capture a special hometown spirit unlike any other.

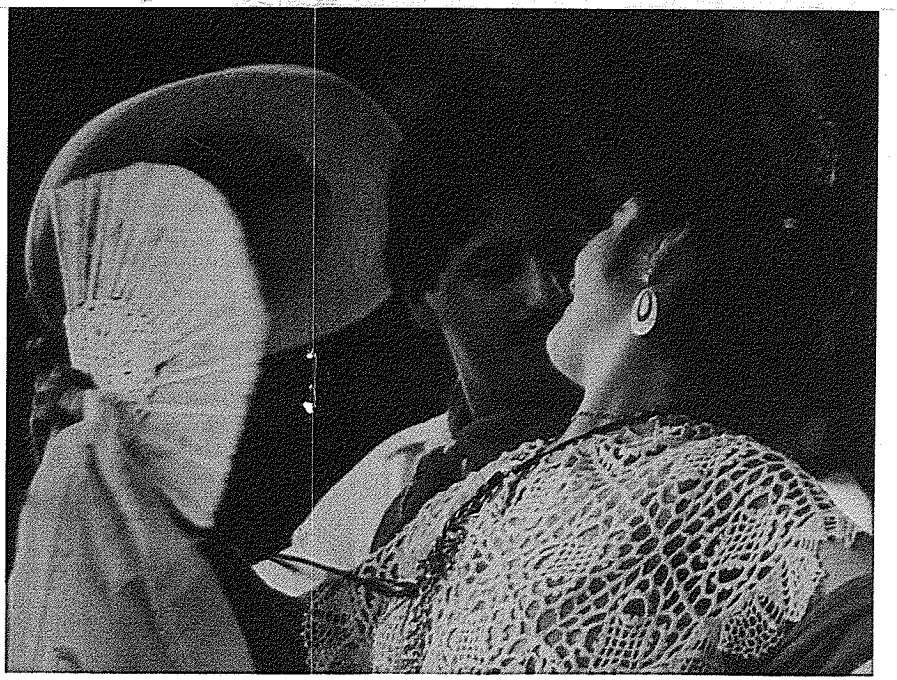
Selecting the top five photographs was not an easy task. In fact, the judges felt that six photographs deserved recognition. The only choice then, was to award an Honorable Mention to Locomotive Engineer Ernest Howard for his photograph of San Antonio's River Walk. Unfortunately, the photo is not included here because of space limitations.

Retirees were not among the prize winners, but they were well represented in the competition.

John Holt, a retired general master car repairer, sent in a photo of his vegetable garden in his hometown of Berkeley, Calif. The 96-years-young Mr. Holt—the most senior entrant in the contest—revealed that fresh vegetables are one of his secrets for a long, healthy life.

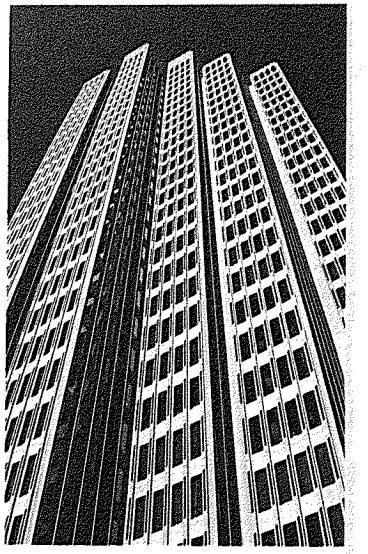
Another entry came from halfway around the world. Pablo Marciano, who returned to his native Philippines after retiring in 1967, entered several photos of his hometown of Mogpog, where he was born in 1898.

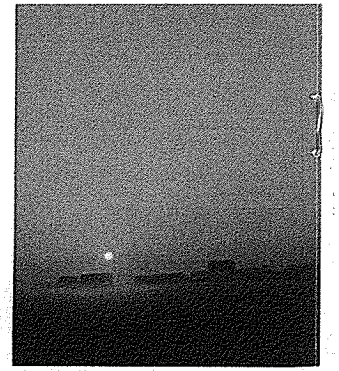
Judges for the contest were Ron Rang, asst. manager personnel-audio visual, Bill Robertson and Bob Sederholm, news editors in the Public Relations Department, and Gra Allen, communications manager for California Canners and Growers. □

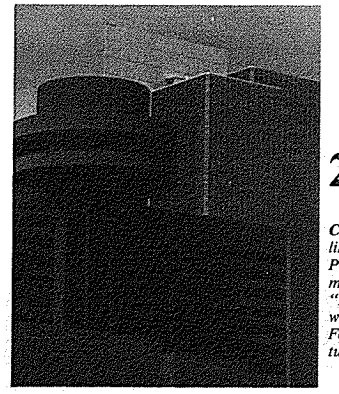


Grand Prize *"Folk Dancers—Los Angeles Festival of Arts." **C.W. Ellis**, a messenger in Los Angeles, used a Yashica FR1 and Ektachrome 200 film.*

1st *"Tall and Tall." **Rob Scarpino**, a senior blueprinter in San Francisco, used a Nikon FM and Kodachrome 64 film.*



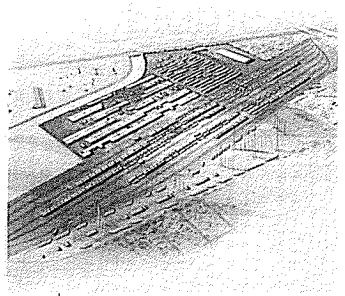




2nd and 3rd

***Chuck Obney**, manager-interline receivables for PMT in Phoenix, used a Pentax Spotmatic and Kodacolor II film. "Hometown Buildings" (far left) won second place; "Sunrise on a Foggy Winter Morning" captured third place.*

AROUND the SYSTEM



An artist's conception of the 114-acre Intermodal Container Transfer Facility.

New Intermodal Facility For Los Angeles Basin Under Consideration

SPTCo and the Ports of Los Angeles and Long Beach have authorized a consulting firm to examine operational, engineering and economic feasibility of a proposed Intermodal Container Transfer Facility (ICTF) for the Los Angeles area.

The new rail-port venture would be served by SP, which currently handles about half of the "mini-bridge" container traffic by rail between the two ports, and East and Gulf Coast ports.

The growing need for the ICTF has become evident with the increase in container traffic that is being diverted through the Los Angeles Basin from the Panama Canal all-water route. Mini-bridge traffic from the Far East reaches its East or Gulf Coast destinations much quicker and at a lower cost when routed through the Ports of Los Angeles and Long Beach, instead of the more traditional canal route.

By providing a gathering facility close to both ports, the ICTF would eliminate the current practice of trucking the containers about 25 miles from the waterfront to a downtown Los Angeles railhead, thereby reducing freeway congestion. □

Railroad Retirement Tax

All railroaders will pay higher retirement taxes this year.

On January 1, the retirement tax rate for railroad employees increased from 6.13 percent to 6.65 percent and the maximum amount of earnings subject to this tax increased from $2,158.33 a month to $2,475 a month. Railroad workers pay the same retirement taxes as workers covered under social security.

A railroader earning $1,000 per month will pay $66.50 a month in railroad retirement taxes—$5.20 more a month than in 1980. Employees earning at least $2,475 a month, the maximum taxable amount, will pay $164.59 a month —$32.28 a month more than last year.

SP matches the taxes employees pay and also pays an additional 9.5 percent regular retirement tax on earnings up to $1,850 a month. For the maximum taxable amount, SP's portion will increase from $293.81 to $340.34 per employe.

In addition to regular railroad retirement taxes, SP pays railroad unemployment-sickness taxes (8 percent of the first $400 each employee earns each month) and supplemental railroad retirement annuity taxes (14.5 cents per employee-hour). □

Three Satellites Approved for SPCC

Southern Pacific Communications Company has been granted permission by the Federal Communications Commission to construct three satellites for use in its U.S. communications network.

Two of the satellites will be launched into stationary orbit at 22,500 miles with the capability of handling data and telephone transmission between all 50 states, Puerto Rico and the U.S. Virgin Islands. The third one will remain as a ground spare.

SPCC plans to use this added capacity to its domestic network to extend services to a rapidly expanding communications market. It is negotiating with the National Aeronautics and Space Administration for an initial launch date in the latter part of 1983. □

El Paso Police Dept. Capt. Lupe Dominguez congratulates SP Police Officers R.D. Bray (left) and G.L. Palmore.

SP Police Officers Receive Awards for Community Service

Investigator **G.L. Palmore, Jr.** and Patrolman **R.D. Bray** were among 18 police officers selected from 35 Texas, New Mexico and Federal Police agencies to receive Certificates of Merit for "devoted and unselfish service to the welfare of the community and for the support and cooperation given to further law enforcement purposes." The El Paso Law Enforcement Group presented the awards.

The SP Police officers assisted city and county agencies in the investigation and arrest of a homicide suspect. □

Railroad Calendars

Bulletin readers may be interested in these two attractive 1981 wall calendars which feature SP locomotives. Prices quoted include postage and handling.

Steam on the Southern Pacific features 13 historic black and white photographs of SP locomotives and trains. $4.95 from the Pacific Northwest Chapter, National Railway Historical Society, Room 1, Union Station, Portland, OR 97209.

Those Magnificent Trains includes two Southern Pacific passenger trains among the 12 full color photographs taken by well known railroad photographers. $5 from Charles Ditlelefsen, 81 California Ave., Mill Valley, CA 94941. □

Thomson Foundation Offers Assistance

Daughters of railroad employees who die in service may be eligible for limited financial assistance from The John Edgar Thomson Foundation.

In order to qualify for a grant, the girl must live in the home of the surviving parent or guardian, maintain a good health program, receive satisfactory academic grades and participate in religious services of her faith. Eligibility of the daughter is also dependent upon the parent remaining unmarried.

The Foundation funding is completely independent of any railroad. It neither receives nor solicits funds from the public and has its origin in the will of J. E. Thomson, the third president of the Pennsylvania Railroad.

Further information and applications may be obtained by writing: Gilda Verstein, director of The John Edgar Thomson Foundation, 135 South 18th St., Suite 403, Philadelphia, PA 19103. □

Sales Representative R.J. Dryden is PMT's third-quarter "President's Club Award" winner.

PMT Award Recognizes Sales Achievement

Third quarter winners in Pacific Motor Trucking Company's PAR (Performance and Results) Program designed to recognize outstanding sales achievement by sales representatives and terminal managers are: **P. J. Raschio**, Portland; **J. R. Hubbell**, Fresno; **R. J. Dryden**, Anaheim; **L. J. Markham**, Lafayette; **J. B. Gordon**, Shreveport; and **B. M. Higdon**, Memphis.

Winner of the firm's "President's Club Award" as the outstanding sales representative among all of PMT's sales regions is **R. J. Dryden**, sales representative at Anaheim. □

Another Good Year for United Way

Results for the United Way and similar campaigns around the system are not final yet, but one fact is obvious—Southern Pacific has a lot of generous employees. For example:

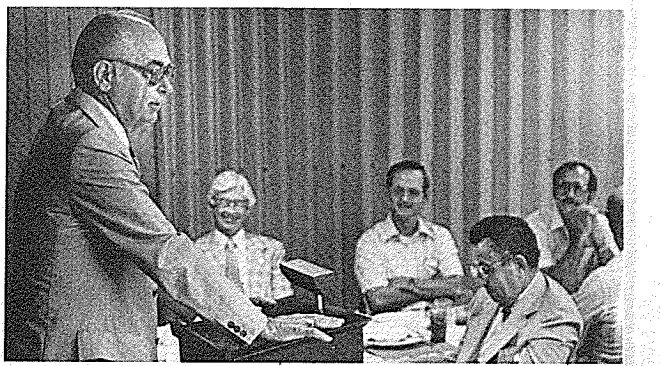
- San Francisco Bay Area employees set an all-time record with a gift of more than $345,000—that's $25,000 more than last year and $15,000 over the goal.
- At Kansas City, participation among locomotive engineers was 100 percent.
- The average individual contribution at Austin, Texas more than doubled —from $22.08 in 1979 to $55.03 in 1980.
- Pine Bluff had the largest percentage of employees to participate in a campaign. San Francisco, Los Angeles and Victoria, Texas followed close behind.
- The Sacramento-Roseville area showed a 50 percent increase over their 1979 contributions.

Jim Magri, SP's United Way campaign chairman for the San Francisco Bay Area, praised all the campaign solicitors who worked with him.

"It was gratifying to head up a campaign where people were so enthusiastic," said the asst. controller for SP Land Co. "I was very impressed with their involvement throughout the entire campaign. It was a real 'people helping people' effort."

Campaign chairmen at other locations agreed that employee participation was boosted by enthusiastic volunteers, as well as active participation by union leadership. □

***Right:** Jim Magri (left) presents United Way Campaign Associate Mike Dreveno with the San Francisco Bay Area gift.* ***Below:** Cotton Belt Superintendent W.F. Reed addresses the United Way kickoff at Pine Bluff.*



Wood

Johnson

Pilz

Neal

Accounting Department

Leonard T. Wood, former senior vice president for finance and administration of Pay Less Drug Stores in Oakland, has been appointed vice president and controller of Southern Pacific Company.

Eric L. Johnson, controller of Southern Pacific Transportation Company, has been appointed vice president and controller of the transportation company.

Wood, 50, graduated from the University of Rhode Island in 1952.

Johnson, 49, joined SP in 1956. After being with Southern Pacific from 1956 to 1960 he left to enter the accounting field in the east. He rejoined SP in 1968 as assistant to the general auditor, was named assistant controller in 1974, and controller last December.

A graduate of Boston College, he also has a master's degree in business administration from Harvard Business School. □

More Appointments Appear on Page 14.

SP Communications Co.

Dale F. Pilz has been named to the newly created position of executive vice president and general manager of SP Communications Company.

Pilz, 54, a former president of Kaiser Steel Corporation, also has been named a vice president of SPCC's parent, the Southern Pacific Company.

C. Gus Grant, president of SPCC, explained that Pilz will be responsible for day-to-day operations, so allowing Grant to concentrate on future planning and regulatory affairs of the telecommunications company.

Pilz' position as vice president of the parent company, he said, will offer opportunities to coordinate better the capital improvements programs of the communications subsidiary.

Pilz joined Kaiser Steel in 1977 as vice president, finance. He was elected president of Kaiser Steel in 1979, with the assignment of reorganizing the company's operation and served there until last September.

Pilz earned a B.S. in business administration from Youngstown State University and an M.B.A. from Case-Western Reserve University. He is a certified public accountant. □

Operating Department

J.E. Neal, former assistant general manager at Houston, has been named asst. vice president-Intermodal Operations.

Along with Neal's appointment, Vice President-Operations R.D. Krebs announced that Intermodal Services will now report to the Operating Department.

Neal joined the company in 1957. He has served as assistant superintendent at El Paso, superintendent of the former San Joaquin Division and the Oregon Division, assistant vice president-sales, and was appointed assistant general manager at Houston in 1980. □

H.J. Walker Dies

Harry J. Walker, former vice president in the Executive Department, died December 17.

Walker, who retired in 1966 with 49 years of service, joined Southern Pacific Steamship Lines in New York in 1917. He moved to the San Francisco general office in 1932 where he became asst. to the president in 1951 and was promoted to vice president in 1960. □

SP Bulletin's Readership Survey Draws Positive Response

A sample of railroad and truckline employees gave the *Southern Pacific Bulletin* high marks in a recent reader opinion survey.

The survey questionnaire was mailed to every 23rd employee on our mailing list, and of these, about 23 percent—or 420 individuals—responded.

We suggested that the completed questionnaires be returned unsigned and asked for comments, critical or otherwise.

Here are some of the results, which—on the whole—were gratifying:

Eighty-six percent read the *Bulletin* regularly and 74 percent say members of their families read it too. Eighty-eight percent say the *Bulletin* is "honest and straightforward" or "generally reliable," and 93 percent feel that material in the *Bulletin* is either "interesting" or "very interesting."

Seventy-three percent feel the *Bulletin* gives them "most of the information they need to stay generally informed about the company," and 26 percent rank the *Bulletin* as their best single source of information about the company.

About 10 percent of those responding gave us their personal comments at the end of their questionnaires. There were many bouquets and some brickbats.

While many readers congratulated the *Bulletin* on "doing a fine job," quite a few people outside the San Francisco Bay Area feel the *Bulletin* devotes too much attention to the General Office. Many would like to see more news of their own local areas, departments or occupational specialties.

Our sincere thanks to all those who responded and particularly to those who gave us their comments and suggestions. These are being carefully considered, together with the results of the survey as a whole. Every effort will be made to produce an even more interesting and informative company magazine. □

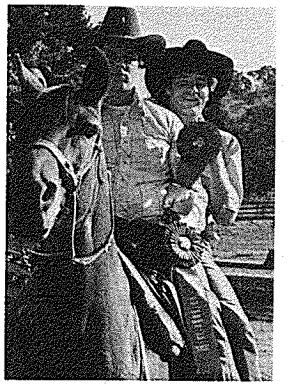
To the Rescue

It's called a "Rescue Race," but in this competition, you have to be able to jump onto a horse to be "rescued." It's a sport, remember, not real life.

At the Santa Cruz (Calif.) County Fair, Roundhouse Foreman **Ed Rego** (left) and Brandy, a nine-year-old mare, rescued Carman **Roger Collins** in 9.945 seconds to beat out 34 other competitors for first place honors.

The race is run over a 100-yard course. Rego, riding Brandy, races down the course where Collins jumps on, and they return to the start.

Collins, who swam the 22-mile length of Lake Tahoe in 1979, expects to compete in a tri-athalon this year. The three-part competition includes a three-mile swim, a 100-mile bicycle race and a marathon (a 26-mile, 365-yard run). □



PEOPLE

If someone you know at work is an energetic volunteer, actively participates in community affairs, or pursues an interesting avocation, send a few details to the Editor, SP Bulletin, One Market Plaza, San Francisco, CA 94105.

The Fastest Kid in the Country

It took five months and 500 hours to build the red racer, but only a little over 28 seconds to win the 43rd All-American Soap Box Derby.

Dan Purol, 12-year-old son of Asst. Chief Draftsman **Art Purol** at Sacramento's Heavy Locomotive Works, out-raced 81 other contenders for the senior division title at the annual competition in Akron, Ohio last August. Dan, who represented Northern California, was one of the youngest competitors in the senior division.

"He's been polishing cars since he was a baby," his dad said. "His two older brothers have previously competed in the regional qualifying races, but Dan is the first to make it to Akron for the Derby."

Dan didn't get to bring home the 14-inch-wide, 12-inch-high racer. It joins the other first-place winners in the Derby's Hall of Fame. But he didn't come home empty handed either. In return for posting this year's fastest time on the 954-foot track, he received a $5,000 college scholarship and a full-size Replicar kit of a 1931 Alfa Romeo. □

Another Championship Cotton Belt Team

For the 20 youngsters who play on the football team coached by Locomotive Engineer **Charles Payne,** November 8 was equivalent to Superbowl Sunday.

That was the day the Raiders, a Cotton Belt-sponsored team, competed in the YMCA's first annual Sportsmanship Bowl. The Raiders, which held its opponents to 51 points in nine games, handily defeated the champs from Bonner Springs, Kansas—a team that lost only one game in two years.

Payne, local chairman of the Brotherhood of Locomotive Engineers, works at Cotton Belt's Armourdale Yard in Kansas City. He has coached YMCA youth football for the past three years. Without this program, he explains, there would not be any organized sports for these youngsters. Schools do not offer organized athletics for students below the sophomore level of high school. Besides, he says, with a winning team like the Raiders, it makes you very proud. □

Appointments

ACCOUNTING DEPARTMENT: At San Francisco: **B. L. Engle** *to sr. mgr., property accounting;* **R. L. Mott** *to sr. accounting mgr.;* **S. L. Smith** *to mgr., central services;* **Ms. I. Y. Yu** *to accounting mgr.*

ENGINEERING DEPARTMENT: At Ennis: **J. L. Merritt** *to area engineer;* at Houston: **A. P. Campbell, Jr.** *to area engineer;* **D. V. Clayton** *to regional engineer, Gulf Coast Region;* **A. D. Meyers** *to asst. engineer, design & construction;* at Los Angeles: **J. A. Rugg** *to regional engineer, Southern Calif. Region;* at San Antonio: **M. E. McGinley** *to regional engineer, Alamo Region.*

LAW DEPARTMENT: At Phoenix: **L. M. Stephanski** *to asst. tax commissioner.*

MECHANICAL DEPARTMENT: At Houston: **B. J. Trim** *to plant manager, Houston Locomotive Facility.*

OPERATING DEPARTMENT: At San Francisco: **J. E. Neal** *to asst. vice president-intermodal operations;* **Mrs. W. H. Jones** *to asst. to supt., operating & terminal systems;* **W. H. Justus** *to supt., operating & terminal systems.*

Houston Division: At Houston: **W. E. Bice** and **R. G. Caskey,** *both to asst. trainmaster;* **R. P. Metcalf** *to asst. to terminal supt.;* at Englewood: **K. R. Nichols** *to terminal supt.;* at Rosenberg: **T. M. Ryan** *to asst. trainmaster;* at Strang: **J. M. Porterfield** *to trainmaster.*

Lafayette Division: At Avondale: **P. A. Lobello, W. E. McSparran** and **C. R. Troxell,** *all to asst. trainmaster;* **R. L. Podawiltz** *to trainmaster;* at Beaumont: **S. H. Mitchell** *to trainmaster.*

Los Angeles Division: At Yuma: **W. R. Deskin** *to asst. road foreman of engines.*

Oregon Division: At Eugene:: **A. G. Warnholtz** *to asst. trainmaster.*

Sacramento Division: At Ogden:: **A. T. Choppin** *to asst. terminal supt.;* **W. B. Eckardt** *to terminal supt.;* at Roseville: **D. L. Hampton** *to asst. terminal supt.;* **W. F. Keeney** *to asst. terminal supt.*

San Antonio Division: At San Antonio: **W. B. Kelly** *to asst. trainmaster.*

Tucson Division: At El Paso: **R. L. Ross** *to trainmaster;* **R. W. York** *to general yardmaster.*

Western Division: At Oakland: **M. J. Lipanovich** *to trainmaster;* **J. P. Recend** *to asst. trainmaster.*

PACIFIC MOTOR TRUCKING COMPANY: At Burlingame: **M. E. Hadley** *to auditor;* **R. W. Limbaugh** *to asst. to president;* **R. G. Pallari** *to mgr., management information services;* at Phoenix: **C. D. Obney** *to mgr., interline receivables.*

POLICE DEPARTMENT: At Houston: **R. C. Heerssen** *to special agent;* at Pine Bluff: **R. D. Miskell** *to special agent;* at Tucson: **C. M. Wood** *to special agent.*

SOUTHERN PACIFIC LAND COMPANY: At San Francisco: **O. L. Osness** *to asst. to gen. mgr., real estate;* at Los Angeles: **J. B. Watkins** *to senior land agent.*

TRAFFIC DEPARTMENT: At San Francisco: **K. H. Adams** *to pricing analyst (PSFB);* **B. K. Avery** *to asst. mgr.-commerce;* **M. E. Barmore** *to analyst, intermodal asset planning;* **M. D. Bennish** *to pricing mgr. (TCFB);* **W. L. Bourque** *to mgr., intermodal asset planning;* **J. W. Breen** *to asst. vice president traffic-service-Mexico;* **J. W. Elfving** *to mgr., intermodal strategic planning;* **D. W. Hansen** *to mgr.-commerce;* **C. E. Holcomb** *to mgr., intermodal economics;* **F. A. Holland** *to pricing analyst (IT/NC);* **M. A. Hunt** *to analyst, intermodal market planning;* **W. A. Johnson** *to pricing analyst (TCFB);* **Ms. M. King** *to national account mgr.-metals & ores;* **N. R. Kirsch** *to sr. mgr., intermodal business planning;* **O. D. Lamb** *to pricing analyst-intermodal;* **P. A. Mettra** *to pricing mgr. (TCFB);* **B. A. Pate** *to asst. mgr, pricing-accessorial services;* **L. D. Riehl** *to analyst, equipment economics;* **J. P. Ripley** *to sr. asst. mgr., intermodal market planning;* **R. A. Salazar** *to project analyst;* **M. K. Spaulding** *to administrative assistant;* **H. J. Taylor** *to asst. mgr., intermodal asset planning;* **W. K. Villalon** *to asst. mgr., intermodal strategic planning.*

At Atlanta: **L. R. Sprengelmeyer** *to regional pricing mgr.;* at Chicago: **J. S. Gehring** *to regional pricing mgr.;* **G. L. Hankamer** *to sales representative;* at Detroit: **R. C. Rayley** *to national account mgr.-auto markets;* at Eagle Pass: **G. E. Saucedo** *to port mgr.;* at El Paso: **J. H. Ahumada** *to port manager;* **S. M. Richards** *to account executive;* at Eugene: **R. J. Daniel** *to district sales mgr. II;* at Laredo: **A. Alfuna, Jr.** *to port mgr.;* at Los Angeles: **J. T. Bertram** *to sales representative;* **W. G. Hackett** *to sr. sales representative;* **Ms. E. A. Helm** *to sales representative;* **D. H. Hursey** *to sr. sales coordinator;* **M. D. Kolodziej** *to regional sales mgr.;* **D. A. Weller** *to sales representative;* at Nogales: **R. E. O'Conner** *to port mgr.;* at Phoenix: **J. H. Henley** *to sales representative;* at Portland: **G. N. Brown** *to account executive;* **J. B. Flicker** *to sr. sales coordinator;* **J. Z. Masson** *to regional pricing mgr.;* **J. M. Spainhower** *to sr. sales representative;* at Salem: **W. M. Jackson** *to territory sales mgr. I.*

TREASURY DEPARTMENT: At San Francisco: **L. S. Vollmer** *to mgr. of financial services.*

COTTON BELT: At San Francisco: **I. Hein** *to system coordinator-rehabilitation project;* at Kansas City: **R. J. Wallen** *to project mgr.-rehabilitation project.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: A. D. Bent, *cable splicer;* **G. Bodendorfer,** *special assistant-P&M;* **J. D. Brown,** *assistant vice president-Management Services;* **H. F. Burke,** *telegrapher;* **E. J. Campion,** *transfer agent-Treasury;* **G. W. Corley,** *staff auditor;* **H. J. Dimeola,** *blueprinter;* **E. T. Fairchild,** *PD&M clerk;* **C. E. Hanson,** *bill clerk;* **R. D. Hayes,** *mechanical systems analyst;* **H. L. Little,** *senior accounting clerk;* **B. A. Maas,** *secretary;* **W. J. McPherson,** *special assistant-Mechanical;* **E. M. Morton,** *stock record clerk;* **R. P. Nanus,** *chief clerk;* **F. J. Satterwhite,** *senior assistant manager-Employee Safety;* **D. M. Schimetschek,** *secretary to special agent;* **M. W. Sperduto,** *head control clerk;* **P. F. Tannura,** *mechanical AAR supervisor;* **B. L. Thompson,** *traffic service clerk;* **R. E. Walkup,** *assistant to manager-Car Engineering.*

HOUSTON DIVISION: L. J. Arnold, *manager-Bureau of Transportation Research;* **H. S. Bender,** *engine foreman;* **W. F. Bruce,** *machine operator;* **A. J. Castillo,** *passenger carman painter;* **A. R. Castro,** *freight carman;* **M. C. Didelius,** *secretary;* **H. L. Kennelly,** *car checker clerk;* **W. D. Knezek,** *locomotive engineer;* **D. E. Leeper,** *shop superintendent;* **W. A. MacTavish,** *supervisor-DP&LS;* **J. S. Nicholson,** *assistant to superintendent;* **C. Niner,** *laborer-driver;* **E. F. Nowak,** *welder helper;* **E. F. Pierce,** *tracing clerk;* **W. N. Randolph,** *agent;* **E. U. Robinson,** *passenger carman welder;* **J. C. Stuckey,** *locomotive engineer;* **J. A. Thomason,** *clerk;* **J. R. Wheeler,** *engine foreman;* **R. M. Wright,** *assistant manager-Centralized Crew Dispatching Office.*

LAFAYETTE DIVISION: G. E. Crawford, *engine foreman;* **D. U. Duhon,** *car inspector;* **R. Gonzales,** *brakeman;* **T. F. Miller,** *track foreman;* **F. J. P. Morest,** *car inspector.*

LOS ANGELES DIVISION: J. M. Brown, *assistant chief-Traffic Service;* **J. C. Bushy,** *freight carman welder;* **H. R. Cain,** *yard clerk;* **C. E. Castro,** *roadmaster-Tehachapi;* **E. D. Chaja,** *conductor;* **R. M. Friend,** *car inspector;* **K. E. Forrest** and **W. F. Hall,** *switchmen;* **G. C. Handley,** *brakeman;* **R. J. Haskell,** *yard clerk;* **D. E. Hedge,** *investigator;* **E. L. Hendrix,** *senior assistant regional agent;* **R. G. Hoffman,** *conductor;* **K. P. Hope,** *machinist;* **V. T. Hungary,** *train clerk;* **N. E. Kutsch,** *brakeman;* **C. Lawmaster,** *switchman;* **H. Manoogian,** *electrician;* **A. M. Martin, M. G. Martinez** and **P. B. Munoz,** *laborers;* **T. E. Mersch** and **V. W. Mulford,** *locomotive engineers;* **M. E. Mitchell,** *regional sales manager;* **F. J. Norris,** *yard helper;* **A. P. Pina,** *laborer;* **W. F. Plough** and **R. H. Ragsdale,** *machinists;* **A. R. Ramirez,** *track laborer;* **G. P. Riplinger,** *work coordinator-Mechanical;* **V. S. Rodriguez,** *laborer;* **A. H. Rothstein,** *machinist;* **G. A. Sanders,** *regional bridge, building and utilities manager;* **J. L. Scott,** *sheetmetal worker;* **A. M. Solarez,** *motor truck operator;* **S. Stein,** *passenger carman;* **M. Smith** and **J. Trevino,** *laborers;* **E. M. Tyner,** *chief clerk;* **P. B. Vega,** *locomotive carpenter;* **W. H. Wallace,** *conductor;* **R. R. Werner,** *locomotive engineer.*

OREGON DIVISION: A. A. Ceglie, *senior lease clerk;* **B. J. Darby,** *clerk;* **M. L. Derry,** *locomotive engineer;* **A. R. Flores,** *laborer;* **W. H. Francis,** *senior sales coordinator;* **R. K. Liggett,** *signalman;* **L. L. Lowry,** *laborer;* **E. A. Martinez,** *driller helper;* **J. L. McGhee,** *conductor;* **C. T. Merrill,** *locomotive engineer;* **J. W. Merritt,** *laborer;* **J. L. Morgan,** *crane operator;* **R. Mortensen,** *chief crew dispatcher;* **J. H. Murphree,** *signal maintainer;* **C. E. Newman,** *conductor;* **J. W. Parker,** *safety officer-Eugene;* **H. Phillips,** *yard helper;* **G. J. Quille,** *train clerk;* **J. D. Randall,** *locomotive engineer;* **L. Salvestrin,** *freight carman welder;* **E. W. Trimble,** *engine foreman;* **R. H. Zimmerman,** *head transit rate clerk.*

SACRAMENTO DIVISION: D. W. Andrus, *machinist;* **R. E. Burke,** *engine crew dispatcher;* **G. D. Castillo,** *freight carman;* **G. Cevola,** *passenger carman;* **W. E. Cook,** *assistant general yardmaster;* **G. D. Crowder,** *water service mechanic;* **R. K. Edgeman,** *wire chief;* **K. E. Hilbert,** *bulldozer operator;* **G. I. Ingleti,** *train crew dispatcher;* **F. U. Jiminez,** *engine washer;* **J. W. Johnson,** *freight carman painter;* **D. B. Lopez,** *chief yard clerk;* **F. M. Lopez,** *fuel oil attendant;* **E. C. Lynch,** *welder;* **J. C. Pena,** *laborer;* **D. L. Pennington,** *passenger carman painter;* **R. B. Ruffato,** *supervisor quality control-Mechanical;* **L. F. Ruoff,** *general track foreman;* **C. Salazar,** *freight carman;* **J. A. Sanchez,** *passenger carman painter;* **E. M. Sather,** *traveling motor car mechanic;* **L. B. Schoonover,** *carpenter;* **J. B. Sherlock,** *GEB clerk;* **R. E. Simpson,** *machinist;* **M. L. Smith,** *lead car inspector;* **J. F. Thompson,** *electrician helper;* **E. A. Votaw,** *terminal superintendent-Ogden;* **H. E. Wenger,** *lead passenger carman welder.*

SAN ANTONIO DIVISION: E. R. Brown, *signal maintainer;* **E. C. Dresch,** *head order clerk;* **L. A. Fry,** *conductor;* **W. A. Gayle,** *freight carman;* **F. N. Harrell,** *brakeman;* **A. J. Hester,** *engine foreman;* **C. F. Keller,** *switchman;* **E. Massey,** *laborer;* **W. B. Mitchell** and **A. L. Sills,** *locomotive engineers;* **H. A. Schneider,** *welder;* **M. L. Segura,** *carpenter;* **A. B. Smith,** *machine operator;* **W. B. Stevens,** *laborer;* **A. Velasco,** *engine crew dispatcher;* **R. N. Williams,** *yard helper.*

TUCSON DIVISION: H. S. Antrim, *claims clerk;* **N. C. Arviso,** *locomotive supplyman;* **J. C. Bauguss,** *Eastern District superintendent;* **W. F. Compton,** *tax agent;* **M. Garcia,** *car inspector;* **E. V. Matus,** *freight carman;* **H. B. McCollum,** *yardmaster;* **E. Mendoza,** *carman helper;* **M. E. Montana,** *trackliner operator;* **F. A. Riegert,** *draftsman;* **D. C. Shope,** *car inspector;* **D. O. Smellie,** *truck driver;* **B. F. Underwood,** *conductor;* **M. C. White,** *sheetmetal worker.*

WESTERN DIVISION: S. S. Alcaraz, *station cleaner;* **W. E. Arnold,** *switchman;* **F. P. Boland,** *machinist;* **G. M. Burns,** *laborer;* **A. J. Consoli,** *locomotive engineer;* **A. F. Davis,** *M&B handler;* **G. B. Derr,** *shop superintendent-Oakland;* **A. Evazkhani,** *switchman;* **H. F. Fulkerson,** *trainmaster-Watsonville;* **L. Fussell,** *locomotive engineer;* **R. Gogna,** *signalman;* **G. E. Hoagland,** *switchman;* **D. Q. Miller,** *yard helper;* **J. W. Moning,** *mechanic;* **H. L. Morgan,** *laborer;* **H. T. Nelson,** *train clerk;* **H. L. Nickerson,** *head clerk-steno;* **J. I. Parmantier,** *head traffic clerk;* **M. Reynolds,** *coach cleaner;* **I. V. Rodriguez,** *demurrage clerk;* **M. F. Sayre,** *switchman;* **P. Stinson,** *district sales manager-Salinas;* **P. R. Srsen** and **R. G. Uribe,** *locomotive engineers;* **E. F. Williams,** *coach cleaner.*

COTTON BELT: M. D. Akenhead, *locomotive engineer;* **T. Ali,** *brakeman;* **F. A. Cunningham,** *assistant trainmaster-agent-Waco;* **L. Gassaway,** *B&B inspector;* **T. R. Ham,** *conductor;* **B. R. Hardwick,** *freight carman welder;* **C. M. Hart,** *switchman;* **E. S. Hawley,** *machinist;* **S. T. Helm,** *territory sales manager-Waco;* **Q. Hendricks,** *extra gang foreman;* **M. S. Howard,** *GEB clerk;* **W. H. Jenkins,** *motor truck operator;* **W. H. Johnson,** *locomotive engineer;* **B. C. Kirkwood** and **R. H. Lamon,** *freight carmen;* **H. R. Leggett,** *general road foreman of engines-Tyler;* **G. O. Martin,** *locomotive engineer;* **C. L. McCool,** *senior freight carman;* **C. C. Mitchell,** *special representative-Law-Pine Bluff;* **E. L. Rollings,** *signal maintainer;* **J. B. Stewart,** *brakeman;* **O. Strickland,** *laborer;* **J. W. Talley,** *machinist;* **C. H. Taylor,** *yard helper;* **M. W. Williams,** *equipment installer.*

PMT: D. Church, *supervisor of shop, Oakland;* **D. P. Hemphill,** *dispatcher, Bakersfield;* **W. L. Tickner,** *assistant office manager, Portland;* **L. Vucinich,** *chief clerk, Oakland.*

OTHERS: L. F. Andreas, *district sales manager, Pittsburgh;* **R. J. Andrews,** *special assistant-Traffic, St. Louis;* **J. F. Earnshaw,** *treasurer & purchasing agent, Harbor Belt Line, Wilmington;* **L. L. Fields,** *assistant shop superintendent, SPTofT&L, Houston;* **V. J. Gale,** *district maintenance of way manager, Santa Rosa;* **J. R. Green,** *roadmaster, SD&AE;* **J. R. Harris,** *territory sales manager, San Diego;* **W. E. Hafner,** *account executive-Traffic, Minneapolis;* **C. A. Huckins,** *district sales manager, Boston;* **R. T. Hughes,** *terminal manager, SWTCo., Corsicana;* **A. E. Kallman,** *mechanical officer, Evergreen Freight Car Corp., Eugene;* **F. T. MacKenzie,** *chief-Solicitation Bureau-Traffic, New York;* **W. F. Mahoney,** *territory sales manager, Buffalo;* **L. W. McCarty,** *conductor, Portland Traction Co.;* **H. V. McDonnell,** *supervisor-lease administration, Natural Resources, SPLC, San Francisco;* **B. G. Spencer,** *sales representative, SWTCo., Dallas.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: A. D. Eyford, *employee assistance counselor;* **R. W. Megoloff,** *detector car engineer;* **J. M. Pratt,** *secretary;* **E. J. Winkler,** *claim inspector.* Pensioners: **A. G. Arno,** *assistant manager-Revenue Services;* **J. C. Blume,** *clerk;* **G. J. Bradley,** *special representative-Mechanical;* **H. T. Grounds,** *manager-Administration-Industrial Relations;* **S. K. Kiepe,** *clerk;* **C. C. Leriche,** *engineer-Car Design & Construction;* **D. L. McCaben,** *clerk;* **N. L. McCracken,** *chief mechanical officer-Maintenance;* **W. Meinhold,** *assistant general attorney;* **W. L. Morrissey,** *chief clerk-Operating Data Systems;* **F. C. Nelson,** *mechanical designer;* **A. M. Rudden** and **U. M. Saunders,** *clerks;* **T. C. Sutter,** *chief clerk-Revenue Accounts.*

HOUSTON DIVISION: H. E. Cook, *conductor;* **C. R. Monday,** *special assistant to regional budget manager.* Pensioners: **R. L. Arterberry,** *division attorney;* **W. J. Bell,** *machinist;* **R. C. Brashear,** *carpenter;* **T. Carso,** *engineer accountant-Valuation;* **A. M. Castillo,** *electrician;* **L. H. Chollett,** *switchman;* **R. C. Copeland,** *pattern maker;* **J. Davis,** *truck driver;* **R. H. Donley,** *locomotive engineer;* **L. C. Ford** and **S. H. Bigson,** *laborers;* **A. C. Gay,** *clerk;* **H. R. Johnson,** *clerk;* **C. King** and **J. M. Living,** *laborers;* **S. N. Martin,** *trainmaster;* **E. A. Mitchell,** *carman;* **W. Nash,** *car inspector;* **J. J. O'Connor,** *traffic manager-Rates & Divisions;* **A. A. Pachar,** *signal maintainer;* **C. A. Rabson,** *right of way agent;* **W. R. Reimers,** *foreman;* **W. C. Sheffield,** *engine foreman;* **O. R. Strader,** *chemist-Wood Preserving Works;* **J. L. Wade,** *painter;* **J. R. Wood,** *carman;* **J. W. Word,** *trainmaster-Victoria.*

LAFAYETTE DIVISION: F. Woodside, *switchman.* Pensioners: **P. F. Baxter,** *laborer;* **C. J. Breaux,** *car repairman;* **F. Faracl,** *machinist;* **S. P. Hebert,** *clerk;* **R. S. Ladner,** *foreman;* **C. P. Murphy,** *clerk;* **A. C. Miller,** *conductor;* **E. F. Runte,** *engine foreman.*

LOS ANGELES DIVISION: T. M. Dixon, *machinist;* **J. G. Gaytan,** *crane operator;* **L. W. Gehrman,** *switchman;* **P. P. Gilliam,** *clerk;* **C. M. Hannibal,** *laborer;* **R. J. Haskell,** *motor vehicle messenger;* **T. C. Kulman,** *brakeman;* **R. Martinez,** *motor truck operator;* **E. Payba,** *conductor.* Pensioners: **H. H. Adams,** *yardman;* **F. Aralix,** *passenger carman;* **W. Bales** and **W. B. Bennett,** *conductors;* **W. P. Burt,** *clerk;* **G. M. Brightwell** and **R. B. Colbert,** *locomotive engineers;* **A. S. Castaneda,** *crane operator;* **R. L. Clifton,** *machinist;* **C. W. Cole,** *conductor;* **A. Cooper,** *car inspector;* **J. W. Creech, L. H. Crowl** and **L. J. Daun,** *clerks;* **H. G. Douglass,** *road foreman of engines;* **N. H. Edmondson,** *fireman;* **J. A. Enriquez,** *carman;* **E. D. Foglesong,** *conductor;* **H. E. Freeman,** *district freight and passenger agent-Anaheim;* **G. E. Goar,** *clerk;* **L. O. Goodwin,** *conductor;* **T. R. Greenman,** *car inspector;* **L. M. Gregory,** *chief telephone operator-Santa Barbara;* **J. H. Hager,** *mechanic;* **K. L. Hakes,** *signal maintainer;* **A. Holley,** *chief-cook;* **J. H. Howe** and **P. H. Kennedy,** *clerks;* **L. Lamore,** *car repairer;* **A. W. Lilly,** *sheetmetal worker;* **L. L. Louderback,** *conductor;* **O. L. McElduff,** *yardmaster;* **A. Michel,** *motor vehicle messenger;* **P. A. Morehouse,** *locomotive engineer;* **H. B. Moreno,** *passenger carman;* **M. Mushlin,** *boilermaker;* **R. T. Nuttall,** *assistant signal supervisor;* **T. C. Ogleshee,** *switchman;* **P. C. Ortiz** and **J. D. Porras,** *laborers;* **K. H. Propps,** *brakeman;* **D. M. Ream,** *steno-clerk;* **J. A. Reed,** *waiter;* **L. B. Seevers,** *yardmaster;* **H. M. Shappard,** *signalman;* **M. C. Smith,** *clerk;* **J. V. Walton,** *electrician;* **H. L. Warford,** *car foreman;* **A. W. Willis,** *plumber foreman.*

OREGON DIVISION: P. H. Thompson, *laborer.* Pensioners: **J. T. Beckham,** *locomotive engineer;* **A. F. Carlson,** *clerk;* **A. Eggo,** *machinist;* **R. J. Ellis,** *chief telephone operator;* **J. K. Ely,** *laborer;* **K. D. Helvogt,** *locomotive engineer;* **T. R. Hughey,** *foreman;* **M. F. Knopf,** *switchman;* **C. E. Mathews,** *brakeman;* **S. A. McMullen,** *locomotive engineer;* **J. R. Steger** and **E. B. Stokes,** *clerks;* **W. E. Young,** *locomotive engineer.*

SACRAMENTO DIVISION: L. A. Blackwell, *locomotive engineer;* **J. D. Brooks,** *car inspector;* **R. L. Deltoro,** *tie adzer operator;* **V. L. Jordan,** *secretary to assistant terminal superintendent;* **C. K. Lash,** *electrician helper;* **J. A. Lockhart,** *boilermaker;* **J. R. Powers,** *switchman.* Pensioners: **N. Albi,** *laborer;* **B. E. Allen,** *crane operator;* **H. Bannon,** *conductor;* **W. H. Broadbent,** *locomotive engineer;* **W. T. Brown,** *laborer;* **E. E. Cox,** *brakeman;* **V. S. Church** and **R. E. Dunning,** *conductors;* **C. Fernandes,** *clerk;* **G. B. Fowler,** *switchman;* **J. M. Garcia,** *molder helper;* **C. O. Hayes,** *train dispatcher;* **C. R. Judkins,** *fuel oil attendant;* **B. B. Koller,** *district inspector-Air Conditioning & Car Lighting;* **H. C. McIntyre,** *carpenter;* **L. C. Moreno,** *loader;* **G. Nash,** *molder helper;* **W. L. Norton,** *pipefitter;* **C. J. Ochipinti,** *freight carman;* **J. E. Perkins,** *locomotive engineer;* **A. S. Pryor,** *conductor;* **J. B. Ramirez,** *laborer;* **P. Rodems** and **S. Sandoval,** *painter foremen;* **W. O. Seaton,** *locomotive engineer;* **P. Siaz,** *laborer;* **G. W. Smith,** *signalman;* **G. W. Sparkman,** *conductor;* **V. M. Sutton,** *janitor;* **I. E. Teske,** *carman;* **F. Tice,** *pipefitter;* **J. E. Trafton,** *district car-service supervisor;* **J. L. Tristan,** *passenger car welder;* **W. H. White,** *machinist foreman;* **R. A. Wilcox,** *electrician.*

SAN ANTONIO DIVISION: T. S. Hall, *locomotive engineer.* Pensioners: **C. George** and **F. Gonzales,** *laborers;* **S. O. Johnson,** *conductor;* **A. L. Lewis,** *locomotive engineer;* **L. B. Norton,** *carpenter;* **H. E. Sistrunk,** *car inspector;* **C. O. Story,** *agent-telegrapher;* **W. R. Young,** *switchman.*

SAN JOAQUIN DIVISION: Pensioners: **E. C. Fisk,** *locomotive engineer;* **P. Martinez,** *laborer;* **J. L. Scott,** *locomotive engineer.*

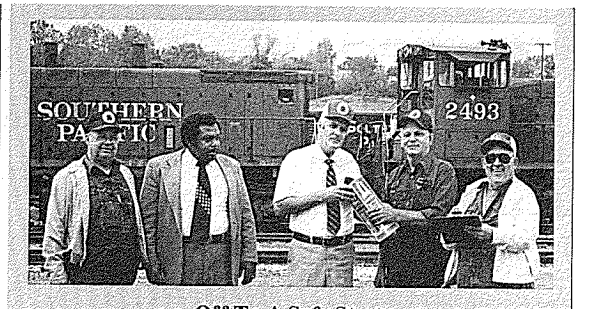
TUCSON DIVISION: P. M. Irvine and **M. D. Williams,** *equipment installers.* Pensioners: **F. T. Benjamin,** *boilermaker;* **J. R. Brunner,** *chief;* **C. Diaz,** *freight carman;* **P. P. Dolezal,** *boilermaker;* **S. H. Ehrenstein,** *foreman;* **A. P. Estrada,** *machinist;* **M. Gonzales,** *laborer;* **M. P. Haynes,** *assistant engineer;* **A. F. Howard,** *locomotive engineer;* **J. Leon,** *pipefitter;* **E. Macias,** *locomotive supplyman;* **L. M. Martinez,** *machine operator;* **R. B. Miller,** *clerk;* **E. V. Silvain,** *machinist;* **F. B. Tapia** and **L. Venegas,** *laborers;* **E. S. Wallace,** *coach cleaner;* **H. Whitman,** *machinist.*

WESTERN DIVISION: R. D. Hull, *conductor;* **E. W. Kent,** *clerk;* **R. F. Palmer,** *accountant.* Pensioners: **F. Arbini,** *machinist;* **L. G. Avellar,** *clerk;* **B. Bagley** and **P. Beltron,** *laborers;* **C. Best,** *water service mechanic;* **C. B. Berganz,** *city freight and passenger agent-Oakland;* **E. L. Berta,** *clerk;* **L. Coleman,** *laborer;* **J. N. Cowart,** *car foreman;* **F. P. Cox,** *engine foreman;* **R. L. Dexter,** *wrench operator;* **H. L. Duggan,** *conductor;* **L. J. Estrada,** *assistant foreman;* **G. E. Franzen,** *switchman;* **G. B. Glass,** *clerk;* **W. J. Gilfether** and **C. M. Hall,** *locomotive engineers;* **P. J. Halligan,** *mail foreman;* **R. C. Harrigan,** *yardmaster;* **L. Harvey,** *laborer;* **R. J. Haven,** *locomotive engineer;* **L. J. Heath,** *electrician;* **E. H. Henning,** *carpenter;* **S. Holgersen,** *carman;* **J. W. Hutchins,** *laborer;* **F. O. Jensen,** *locomotive engineer;* **C. C. Jones,** *waiter;* **G. E. Kane** and **H. E. Karabalias,** *carmen;* **J. J. Keany,** *locomotive engineer;* **J. H. Kemp,** *locomotive supplyman;* **V. M. Kysh,** *superintendent-Wood Preserving Plant;* **J. K. Lea,** *conductor;* **G. Leal** and **R. E. Lemery,** *locomotive engineers;* **E. L. Lindholm,** *switchman;* **W. L. Lucien,** *carman;* **A. G. Mancuso,** *clerk;* **L. Meadows** and **E. L. Newberg,** *switchmen;* **E. C. Nichols,** *telegrapher;* **R. J. Phillips,** *yardman;* **L. Ricardez,** *pipefitter;* **J. Riolo,** *carman;* **L. Rusconi,** *car foreman;* **F. J. Smith,** *locomotive engineer;* **C. Verdugo,** *trucker;* **S. Vigil,** *car inspector;* **C. G. Vogt** and **A. H. Warner,** *clerks;* **W. Williams,** *coach cleaner;* **W. T. Youngblood,** *conductor.*

COTTON BELT: T. L. Lunsford, *sheetmetal worker;* **W. C. McDaniel,** *clerk;* **M. Mitchell,** *laborer.* Pensioners: **D. Peart,** *office manager-Traffic;* **J. P. Walsh,** *assistant general passenger agent.*

NWP: Pensioners: **W. D. Carter,** *conductor;* **W. W. Reeves,** *locomotive engineer;* **K. K. Young,** *carpenter.*

OTHERS: Pensioners: **W. C. Brown,** *assistant to general manager, P&SR, Petaluma;* **D. M. Colby,** *secretary to traffic manager, Chicago;* **I. L. Farrar,** *printer supervisor, Communications, Chicago;* **I. Goldberg,** *storekeeper, LAUPT;* **R. E. Fraun,** *yardmaster, Harbor Belt Line Railroad;* **J. M. Skube,** *clerk, Traffic, Denver.*



Off To A Safe Start

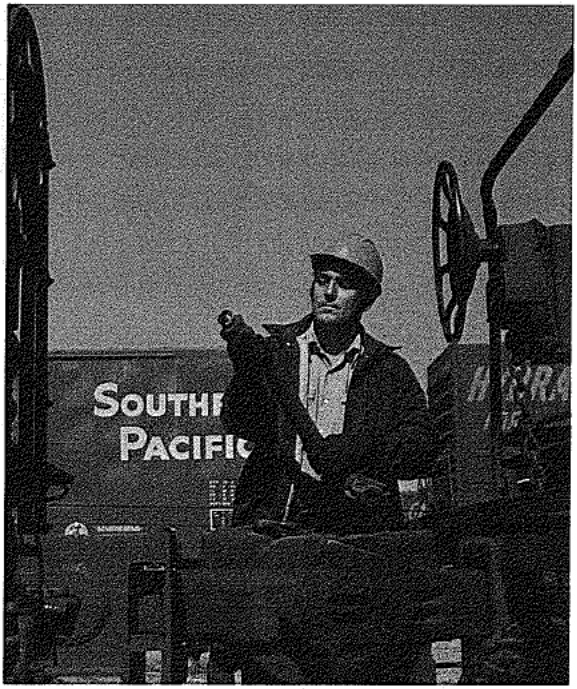
Operating employees of the Cotton Belt's Rock Island Division completed their first three months of operations without a reportable injury. In recognition of this fine record, Operating employees were presented with unbreakable thermos bottles. Terminal Superintendent ***Tom Hull*** *(center) presents Switch Foreman* ***Lee Fagen*** *with one of the useful thermos bottles. Also pictured at Kansas City's Armourdale Yard are (left to right):* ***Switchman Leo Callahan****,* ***Trainmaster Sam Newell****,* ***Hull****,* ***Fagen*** *and* ***Switchman Bob Ross****.* □

The Business Game

FORTUNE 500—The Business Game lets you wheel and deal with 20 of the nation's major corporations—including Southern Pacific. This Monopoly-like game gives each of eight possible players the opportunity to head up a large organization and make high-level decisions under constantly changing economic and business conditions.

Available for $15 (postage paid) from FORTUNE 500 Game, P.O. Box CNO4250, Trenton, NJ 06850. Along with your check or money order, please mention that you read about the game in the *Southern Pacific Bulletin*. Allow four weeks for delivery. □

EYES OF AN EAGLE



Gordon Rideout is a four-time Eagle Eye Award winner.

Finding defects and getting them repaired quickly and efficiently is Car Inspector Gordon Rideout's job.

This sharp-eyed, 30-year SP veteran who works at the One Spot Facility at Houston's Englewood Yard, has been honored four times with *Eagle Eye Awards*. The award recognizes an employee's special alertness in finding defects not easily seen through regular observation and for taking action which prevented possible accidents.

Eagle-eyed carmen at terminals throughout our system are typical of the "SP Experts" who contribute to the railroad's efficient operation. The following employees are the most recent recipients of *Eagle Eye Awards*:

TUCSON DIVISION: Hostler **B.R. Adams**, Public Projects Engr. **W.F. Barker**, Hostler **H.T. Blythe**, I&R Foreman **L.R. Collins**, Brakeman **G. Corral**, Tamper Operator **J.R. Guerrero**, Laborer **M.D. Munoz**, Brakeman **W.C. McQuillen**, Machinist **A. Nava**, Brakeman **W.P. Noel**, Tamper Operator **R.F. Nelson**, Hostler Helper **D.A. Romero**, Electrician **G.R. Rossles**, Operator-Trainer **G.S. Sandve**, Electrician **J.S. Titus**, Clerk **R.L. Vallejo** and Engineer **J.D. Willis**.

OREGON DIVISION: Car Inspector **R. Anderson**, Conductors **J.E. Britt** and **E.J. Cleary**, Engineer **C.B. Dick**, Brakemen **W.E. Harrison**, **R.J. Holmes** and **C.O. Lovely**, Herder **C.D. Lovelace**, Engineers **T.F. Meienberg** and **K.R. Puckett**, Signalman **T.L. Spangler**, Water Service Mechanic **V.B. Sword** and Brakeman **L.A. Tyson**.

HOUSTON DIVISION: Supervisor **A.G. Atkinson**, Section Foreman **D. Abraham**, Carman **W.E. Brown**, Engineer **J.W. Brown**, Conductors **J.C. Currie** and **K.D. Campbell**, Telegrapher-Clerk **G.W. Gay**, Signalman **D.C. Hamaker**, Switchman **D.L. Morrow**, Brakeman **W.K. Roessler**, Roundhouse Foreman **W.W. Turner**, Supervisor **J.W. Taylor** and Engine Foreman **C.B. Winningham**.

LOS ANGELES DIVISION: Clerk **J. Bingaman**, Machinist **M.A. Brooks**, Conductor **A.P. Broda**, Brakeman **R.D. Bacon**, Car Inspector **J.B. Chavez**, Brakemen **C.E. Davies** and **W.W. Files**, Lead Shop Car Inspector **A. Gallina**, Switchman **B.W. Holland**, Car Foreman **J.M. Juarez**, Switchman **T.L. McVey**, Crane Operator **A.F. Monreal**, Sheetmetal Worker **K.A. Maduzia**, Switchman **D.E. Newman**, Machinist **R.I. Nava**, Clerk **P. Pawlowski**, Switchman **R.E. Patton**, Brakeman **L.G. Phillibert**, Machinists **H.S. Rosenberger** and **J. Rodriguez**, Engineer **J.E. Strand**, Switchman **M.W. Summers**, Clerk **D.K. Starliper** and Roundhouse Foreman **L.E. Webb**.

SACRAMENTO DIVISION: Carmen **C.E. Clutter** and **C.N. Haugan**, Machinist **E.E. Jock**, Brakemen **D.L. Moody** and **R.L. Pace**, Conductor **O.C. Slimmer**.

SAN ANTONIO DIVISION: Roadmaster **D.F. Kocian**, Foreman **R.R. Ortega**, Machinist **C.H. Rabe** and Laborer-Driver **C.E. Whitfield**.

COTTON BELT: Regional Track Supervisor **J. Montalvo, Jr.**, Caboose Supplyman **T.C. Wilson**, Machine Operator **E.F. Wyrick**.

ROCK ISLAND DIVISION: Brakeman **M. Saul**, Extra Gang Laborer **C.H. Villareal** and Switch Foreman **H. Woods**. □

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